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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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~~C-O-N-F-I-D-E-N-T-I-A-L~~

COUNTRY	Czechoslovakia	REPORT NO.	<div></div> 50X1
SUBJECT	Presov Military-Civilian Airfield	DATE DISTR.	18 November 1955
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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STATE	#x	ARMY	#x	NAVY	#x	AIR	#x	FBI		AEC					
(Note: Washington distribution indicated by "X"; Field distribution by "#")															

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REPORT NO.

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COUNTRY Czechoslovakia

DATE DISTR. 7 Oct. 1955

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NO. OF PAGES 6

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REFERENCES:

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THIS IS UNEVALUATED INFORMATION

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Reference is made to page 2, overlay on GSGS 4416, Scale 1:100,000, Sheet V-15, Presov, on which source identified:

1. Presov, about 20-30 thousand inhabitants; industrial city.
2. Road, four meters wide, asphalt, good condition, ditches on sides, led from Presov northeast to Bardejov (N 49-17, E 21-17).
3. Niz Sebes (N 49-01, E 21-17), small village, frequented by Presov troops.
4. Presov airfield area; measured 3,000 x 2,000 m.
5. Direction of new runway.
6. Road, packed surface, three meters wide, led only for about one kilometer towards the airfield area, then discontinued.

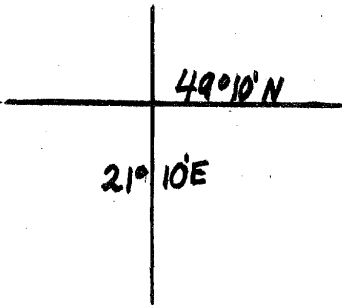
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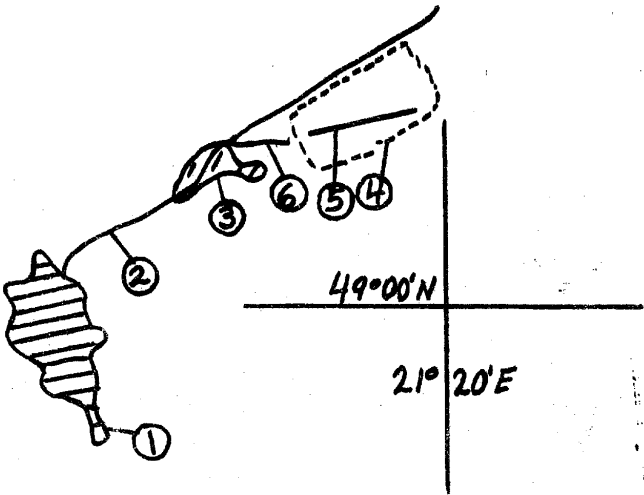
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Location of Presov Military-Civilian Airfield



Overlay on QSGS 4416  
Scale 1:100,000  
Sheet V-15, PRESOV



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Reference is made to page 5, memory sketch of Presov Military-Civilian Airfield, on which source identified:

1. Presov. (Same as point 1, page 2.)
2. Road. (Same as point 2, page 2.)
3. Niz Sereb. (Same as point 3, page 2.)
4. Road, built in summer of 1953, five meters wide, macadam-cobblestone, led from road, point 1, south to new caserne area, points 5 and 6.
5. New barracks, brick, U-shaped, built in 1953, not yet occupied when source was there. Source entered them several times   Outer perimeter of building measured 75 m., width 15 m., single story, straight roof, rooms on both sides with corridor in the middle; one room could accommodate three beds. 50X1  
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6. New barracks, more than six in number, completed; there were several others under construction. The barracks were single-story, brick, with straight roofs. Those completed were not yet occupied when source was there. Each barrack measured 30-40 x 20 x 5 m.
7. Runway, about 1,500 to 2,000 m. long, 60 to 80 m. wide, made of concrete blocks (6 x 6 m.), thickness unknown to source; west end of runway still under construction in July 1953. Source did not see any runway lights or any type of drainage. Extension was possible to the east; terrain on west side was hilly and swampy. Source never heard when this runway was to be put into operation.
8. Grass landing strip, level terrain, well kept. Source saw IL-11, C-5, C-106, ARADA, C-104 and AERO-5 aircraft land and take off in either direction.
9. Hangar, built in 1953, brick construction with steel reinforcement, 70-100 x 40 x 7 m., corrugated sheet-iron shed-type roof, concrete floor, sliding sectional doors along the entire wall which took only about two minutes to open manually. This hangar was still being completed when source was there. He did not see any aircraft parked inside.
10. Airfield road, three meters wide, branched from road, point 2, toward the direction of the hangar, point 5; packed surface.
11. Guard post, brick construction, 4 x 4 x 4 m., gable roof. One military guard was inside, armed with a sub-machine gun of 9 mm caliber. He checked civilian vehicles that were connected with the construction project and also checked military personnel and vehicles entering and leaving the base.
12. Road, continuation of road, point 10.
13. Hangar, old, reinforced concrete, 60 x 45 x 15 m., shed-type roof; six-meter high corrugated sheet-iron sectional doors along the entire west and east sides. From about two meters below the roof to the door was a glass section for lighting. The inside of the hangar was divided into two sections by a mesh-wire partition. The east part of the hangar was occupied by AERO-Club SVAZARM, and the west side was military. The part used by SVAZARM had the following single engine aircraft: One

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AERO-45, about two C-104, one C-105, one C-106, two C-103, and about 15 gliders (Lunak, Pionyr, Galanka, Krajanek and two Sohaj). The civilian repair shop was also located in this section. The military section parked the C-106, about 20 C-105 and four ARADO aircraft. On the north and south end of the hangar were annexes, four meters wide and four meters high with shed-type roof. The south annex was divided into three sections:

- a. Military radio station (type of equipment unknown to source).
- b. Meteorology station (equipment unknown to source).
- c. Military section.

The north annex was divided into three sections:

- d. Link trainer section.
  - e. Office and radio station for civilian airlines.
  - f. Guard distribution center (military).
- 14. Antenna, fixed on two 20-meter high wooden posts; located between road, point 2, and hangar, point 13.
  - 15. Two aprons, concrete, 20 m. wide, on east and west sides of the hangar. Source was of the opinion that the east apron was somewhat wider than the one on the west. On the east apron one civilian airline "Dakota" aircraft was usually parked from 1800 hours on Friday until 0600 hours on Monday.
  - 16. Hangar, under construction in July 1953, same dimensions and construction details as hangar, point 9, located about 150 m. east of hangar, point 13.
  - 17. Cherry trees, four to five meters high; bordered only one side of the road, point 2.
  - 18. Area enclosed by one-meter high wooden fence. Inside this area was a wooden shed with a precipitation measuring device and a hydrometer; a heliometer and an anemometer were on top of the shed.
  - 19. Wooden building, 6 x 4 x 4 m., single story, shed-type roof, stored oil and aviation gasoline in drums, quantity unknown to source. Drums were taken out by trucks for re-fueling aircraft. This was done manually with a hose.
  - 20. Main entrance; guarded 24 hours, no gate.
  - 21. Underground POL storage for gasoline; number of tanks unknown to source. Above ground was a brick building, 6 x 6 x 4 m. Inside, source observed four or five pumps. On the east, north and west sides of the building was a 1.5 m. wide concrete path; on the south was a three-meter wide path where vehicles were parked while transferring fuel into the underground tank.
  - 22. Searchlight, hand operated, rotating. One guard operated it at night while guarding the west end of the runway, the north section of road, point 2, and the west section of the airfield area. In the morning the searchlight was moved near point 21.

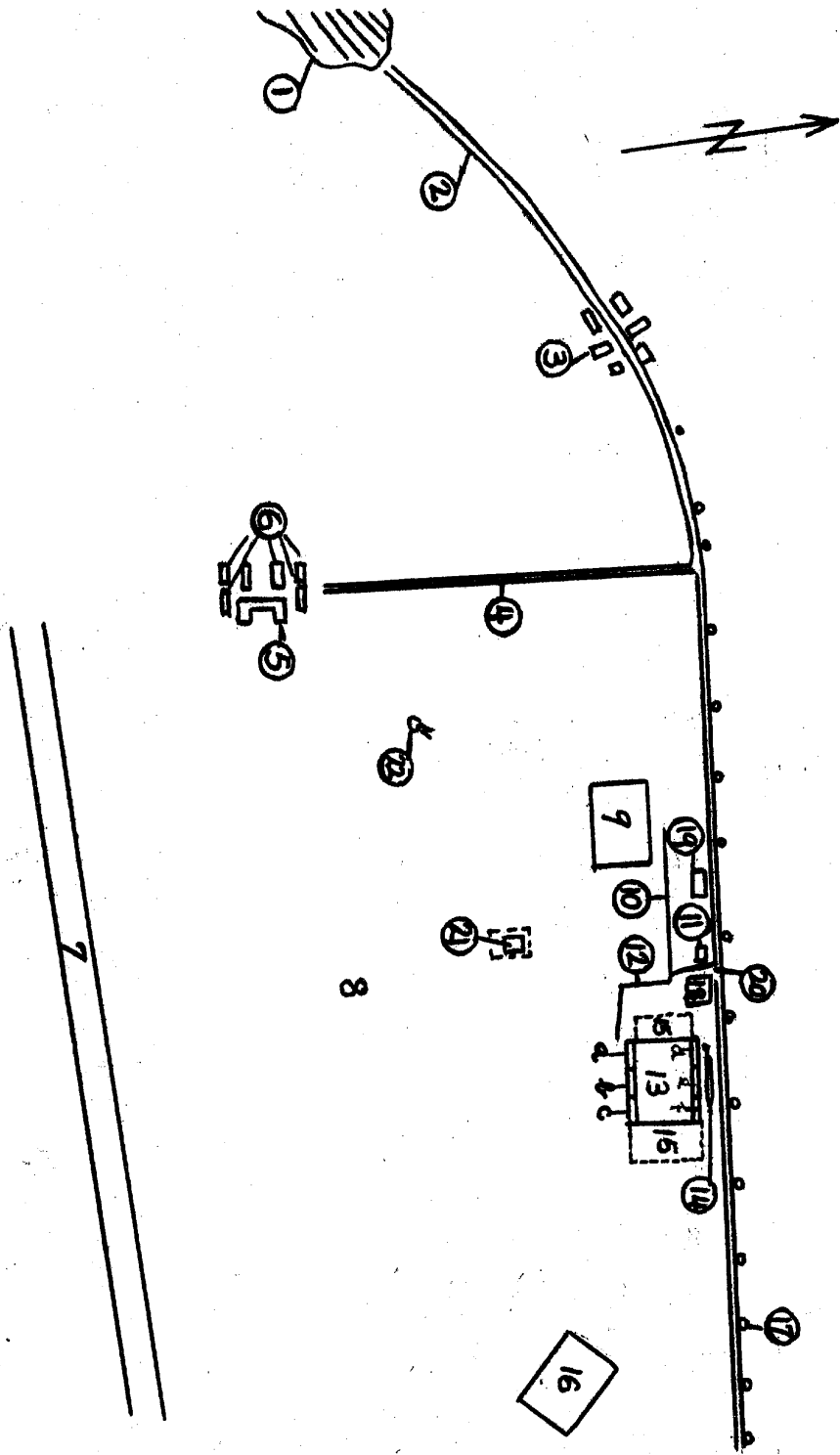
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Memory Sketch of Presov Military-Civilian Airfield



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Additional Information

Training Schools

An Elementary Pilot Training School was based on Presov Airfield. however, this school was discontinued there and transferred to Olomouc.1 Students from the Elementary Pilot Training School were transferred to an advanced Pilot Training School in Hajniky (N 48-37, E 19-09). C-105 and C-106 aircraft were transferred to Olomouc and ARADO aircraft to a location unknown to source. Students in the Elementary Pilot Training School performed turn and bank flights, area flying, acrobatics, landings and take-offs, and formation flying with five aircraft. Source heard that in March 1953, C-106 aircraft were no longer used for acrobatics because of two accidents in which fumes formed in the fuel tanks caused the wings to break off. Two students were killed; the instructors survived.

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Airline Activities

One Dakota aircraft belonging to Civilian Airlines landed and took off once a day at Presov Airfield. It flew between Presov and Prague daily, except Saturday and Sunday.

SVAZARM Glider Club

A SVAZARM Glider Club was permitted to use Presov Airfield. Source did not observe any winch; he did see single engine aircraft towing gliders. Glider pilots practiced parachute landings from C-104 aircraft (single engine, two-seat) from 300 - 400 m. altitude. SVAZARM consisted of two groups or clubs; one club had about 12 members, 17-19 year old boys and girls who used to arrive twice a week. The other group consisted of about 10 members who were experienced glider pilots and practiced with AERO-45, C-106, and C-104 aircraft. They used a grass landing strip. (See point 8, page 5.)

Security Measures

The first guard stand, source called it "prvni stanoviste", was an all day duty at the main entrance; at night two guards were on duty. Second stand was at point 21 during the day only; the third guard stand was at point 22. The fourth guard stand was on the southeast part of the hangar, point 12, guarding the entire southern part of the airfield area, hangar point 13, and the eastern part of the runway, point 7. The fifth guard stand or post was on the east side of point 14. Source had no further information.

1. Cf. [redacted]

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